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1977



DEPARTMENT OF THE NAVY  
U S S INDEPENDENCE CV 62  
FPO New York 09501

CV62:32  
5750  
Ser 2/1

(REGRADED UNCLASSIFIED WHEN SEPARATED  
FROM CLASSIFIED ENCLOSURES)

31 MAR 1978

From: Commanding Officer, USS INDEPENDENCE (CV 62)  
To: Chief of Naval Operations (OP-05D2)

Subj: Command History (OPNAV Report 5750-1); submission of

Ref: (a) OPNAVINST 5750.12B

Encl: (1) Chronological Sequence of Events  
(2) Narrative  
(3) Documentary Annexes

1. In accordance with reference (a), enclosures (1) through  
(3) are submitted for calendar year 1977.

(b) (6)

G. M. FURLONG JR.

Copy to:

DIRNAVHISCEN (OP-09BH)  
CINCLANTFLT (w/o Annexes to enclosure (3))  
COMNAVIAIRLANT (w/o Annexes to enclosure (3))  
NAVWARCOL (w/o Annexes to enclosure (3))  
USNA ANNA (w/o Annexes to enclosure (3))

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ENCLOSURES



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CHRONOLOGY

The following is a chronological sequence of events for calendar year 1977:

<u>DATE</u>	<u>EVENT</u>
JANUARY	
1 - 10	Moored pier 12, Naval Station, Norfolk, Virginia with Commander Carrier Group Four (Rear Admiral LINDER) embarked; 5th - Flag offload
11 - 13	Refresher Training for Carrier Air Wing Seven in the VACAPES; 13th - Full Power Run
13 - 16	Moored pier 12, Naval Station, Norfolk, Virginia; 14th - COMCARGRU FOUR debarks; 15th - Commander Cruiser-Destroyer Group Eight (Rear Admiral HANSON) embarks; 15th - CVW-7 onload
17	Underway for CARIBREX 1-77
20	Refuel from USS CANISTEO (AO 99)
24	Anchored Guantanamo, Cuba for CARIBREX PHASE I Hot Wash-up
25	Departed Guantanamo, refuel from USS CANISTEO (AO 99)
26	Token refuel of USS RICHARD E. BYRD (DDG 23)
28 Jan - 1 Feb	Anchored St. Thomas, Virgin Islands
FEBRUARY	
6	Transit Virgin Passage
10	Air Wing Fly-off

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Enclosure (1)

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11 - 21            Moored pier 7, Naval Station, Norfolk,  
                  Virginia

22                INSURV INSPECTION - WHISKEY ANCHORAGE,  
                  Hampton Roads, Virginia

23 - 24            INSURV INSPECTION - VACAPES

24 - 25            INSURV INSPECTION - Pier 7 Naval Station,  
                  Norfolk, Virginia

26                INSURV Debrief

27 Feb - 20 Mar   Preparation for Overseas Movement (POM),  
                  pier 7 Naval Station, Norfolk, Virginia

MARCH

21 - 24            Underway for CVW-7 Refresher Training/  
                  Carrier Qualifications in the VACAPES;  
                  male dependent's cruise

24 - 30            Moored pier 12, Naval Station, Norfolk,  
                  Virginia; 29th - Captain G. M. FURLONG, JR.  
                  relieves Captain J. E. SERVICE as Commanding  
                  Officer, USS INDEPENDENCE (CV 62)

31                Underway for Mediterranean deployment

APRIL

1 - 11            Atlantic transit as part of CTG 21.2;  
                  Flight operations enroute; 2nd - refuel  
                  USS JOHN KING (DDG 3); 4th - refuel from  
                  USS TRUCKEE (AO 147); 5th - refuel USS  
                  TATTNAL (DDG 19) and USS HAWKINS (DD 873);  
                  6th thru 8th - severe storm; 9th - Soviet  
                  TU-95/BEAR DELTA reconnaissance of Task  
                  Group; 10th - refuel from USS TRUCKEE (AO 147)

12                Arrived Rota, Spain

13                Departed Rota, Spain; transit Gibraltar  
                  Strait; PASSEX with HMS ORPHEUS

15                Flight Operations in support of PHIBLEX  
                  4-77

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16 LOGREP 7-77 with USNS RIGEL (T-AO 58)

17 Refuel from USS TRUCKEE (AO 147)

19 - 20 FLEXDECK Operations (continuous flight operations for 36 hours)

20 Refuel from USS TRUCKEE (AO 147) aborted due to TRUCKEE steering casualty and minor collision

21 Refuel from USS CALOOSATCHEE (AO 98)

22 Apr - 2 May Anchored Naples, Italy; 1st - Attack Squadron SIXTY-SIX Change of Command

MAY

3 - 5 Underway from Naples for participation in EXERCISE DETERMINED DEFENDERS; 5th - refuel from USNS PAWCATUCK (T-AO 108)

6 - 11 Anchored Naples, Italy

12 Departed Naples, Italy; transit Messina Strait (southbound)

13 Refuel from USNS PAWCATUCK (T-AO 108)

15 - 16 EXERCISE DAWN PATROL 77 (39 hours of continuous flight operations); 15th - VF 102 F-4J ramp strike/barricade mishap

17 Refuel USS W. S. SIMS (FF 1059); DAMSEL FAIR (MINEX)

18 Refuel from USNS PAWCATUCK (T-AO 108)

19 - 22 Anchored Souda Bay, Crete; FLANCHORING (flight operations at anchor)

24 LOGREP 8-77 with USS CONCORD (AFS 5), USS KALAMAZOO (AOR 6), and USS MOUNT BAKER (AE 34)

26 Firepower demonstration/Air Wing Flyby

27 Refuel from USS KALAMAZOO (AOR 6)

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28 May - 8 Jun Anchored Brindisi, Italy; embark MIDSHIPMEN  
I Cruise personnel

JUNE

9 Departed Brindisi; refuel from USNS  
PAWCATUCK (T-AO 108)

10 Commander D. T. SCHWAAB relieved Captain  
D. B. GILBERT as Executive Officer, USS  
INDEPENDENCE (CV 62)

12 - 13 Anchored Kithira Anchorage; FLANCHORING;  
Abandon Ship Drill

14 - 15 Refuel from USNS MARIAS (T-AO 57)

15 French PASSEX

17 Anchored Souda Bay, Crete

18 LOGREP 9-77 with USS CONCORD (AFS 5),  
USNS MARIAS (T-AO 57), and USS SANTA  
BARBARA (AE 28)

20 - 26 Anchored Bari, Italy

27 Departed Bari; refuel from USNS MARIAS  
(T-AO 57)

30 Refuel from USNS MARIAS (T-AO 57)

JULY

1 Transit Messina Strait (Northbound)

2 - 8 Anchored Naples, Italy; debark MIDSHIPMEN  
I/embark MIDSHIPMEN II Cruise personnel

8 Departed Naples, Italy

9 Transit Messina Strait (southbound);  
refuel from USS TRUCKEE (AO 147)

12 Refuel from USS TRUCKEE (AO 147)

14 Refuel from USS TRUCKEE (AO 147)

15 Firepower demonstration/Air Wing Flyby

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16 - 17 Anchored Souda Bay, Crete; VERTREP from  
USS SANTA BARBARA (AE 28)

18 LOGREP 10-77 with USNS RIGEL (T-AO 58)  
and USNS WACCAMAW (T-AO 109)

19 - 21 FLEXDECK Operations (52 hours of continuous  
flight operations)

22 - 24 Anchored Kithira Anchorage; FLANCHORING

24 Refuel from USNS WACCAMAW (T-AO 109)

25 - 26 Flight operations in support of PHIBLEX  
7A-77

27 Transit Messina Strait (northbound); refuel  
from USNS WACCAMAW (T-AO 109); VA-66, A7E  
lost when pilot ejected

28 Refuel USS AINSWORTH (FF 1090), VAW 177,  
E2B minor accident during recovery

29 Jul - 11 Aug Anchored Naples, Italy for Dependent's  
Charter flight; 30th & 31st - CAPRI fire;  
8th - debark MIDSHIPMEN II/embark MIDSHIP-  
MEN III Cruise personnel

AUGUST

12 Departed Naples; refuel from USS TRUCKEE  
(AO 147)

13 Transit Messina Strait (southbound)

14 LOGREP 11-77 with USS SAN DIEGO (AFS 6),  
USS SEATTLE (AOE 3), and USNS MARIAS  
(T-AO 57)

15 Anchored Augusta Bay, Sicily

16 - 22 EXERCISE NATIONAL WEEK XXIII; 17th - refuel  
from USS SEATTLE (AOE 3); 19th - UNREP  
from USS SEATTLE (AOE 3)

23 - 24 Anchored Taranto, Italy

25 Refuel from USS TRUCKEE (AO 147)

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26 - 30

Anchored Palma de Mallorca

SEPTEMBER

- 1 SINKEX of the EX-USS NICHOLSON
- 2 Refuel from USS TRUCKEE (AO 147)
- 3 - 8 Anchored Barcelona, Spain; 3rd thru 7th - PMS inspection; debark MIDSHIPMEN III Cruise personnel; 4th - visit by Vice Admiral H. E. GREER (COMNAVAIRLANT)
- 10 Refuel from USNS PAWCATUCK (T-AO 108)
- 11 - 12 Flight operations in support of PHIBLEX 9-77
- 13 LOGREP 12-77 with USS SEATTLE (AOE 3)
- 14 Rear Admiral WALTERS relieved Rear Admiral HANSON as COMCRUDESGRU EIGHT (CTG 60.2)
- 21 Refuel from USS TRUCKEE (AO 147)
- 22 - 27 EXERCISE DISPLAY DETERMINATION; 22nd - refuel USS AINSWORTH (FF 1090); 25th - refuel from USS TRUCKEE (AO 147), transit Strait of Bonifacio (eastward), visit by Admiral H. E. SHEAR, USN (CINCSOUTH); 26th - refuel of USS ADAMS, unsuccessful due to INDY rig problem; 27th - transit Strait of Bonifacio (westward)
- 28 - 29 Refuel from USS SEATTLE (AOE 3); flight operations in conjunction with DATEX
- 30 Refuel from USS SEATTLE (AOE 3)

OCTOBER

- 1 - 6 Anchored Malaga, Spain
- 7 Transit Strait of Gibraltar (westward)
- 8 Anchored Rota, Spain
- 9 Turnover with USS AMERICA (CV 66)

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10 - 21 Departed Rota, Spain for return transit to CONUS; 11th - refuel USS TATTNALL (DDG 19); 14th - refuel from USS TRUCKEE (AO 147); 20th - Air Wing Flyoff; 21st - arrived pier 12, Naval Station, Norfolk, Virginia

21 - 25 Moored pier 12, Naval Station, Norfolk, Virginia

25 Oct - 8 Nov Moored pier 7, Naval Station, Norfolk, Virginia

#### NOVEMBER

8 Nov - 3 Dec Moored pier 12, Naval Station, Norfolk, Virginia; 9th thru 13th - Ammunition offload; 21st thru 22nd and 1 Dec - Weapons offload

#### DECEMBER

3 Underway from pier 12, Naval Station, Norfolk, Virginia, enroute Norfolk Naval Shipyard, Portsmouth, Virginia; Dependents Cruise

3 - 31 Positioned on keel blocks at Drydock #8, NNSY Portsmouth, Virginia; 5th - Commenced Complex Overhaul (COH)

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I [REDACTED] COMMAND RELATIONS AND ORGANIZATION

(U) The United States Ship INDEPENDENCE, Aircraft Carrier (CV 62) of the United States Navy, homeported at Norfolk, Virginia, was commanded by Captain James E. SERVICE until 29 March 1977 when he was relieved by Captain George M. FURLONG, Jr.

[REDACTED] Moored at Pier Twelve, Naval Station, Norfolk, Virginia, INDEPENDENCE welcomed in the New Year under operational control of Commander Carrier Group Four. On 15 January and throughout the 1977 cruise, operational control shifted to Commander Cruiser-Destroyer Group Eight. During CARIBEX 1-77, INDEPENDENCE operated as CTU 20.5.0, and while in transit to the Mediterranean she operated as CTU 21.2.0. Once in the Mediterranean and for the entire cruise, INDEPENDENCE operated as CTU 60.2.9/CTU 502.2.9, under Attack Carrier Striking Group Two. After the return transit home as CTU 21.2.0, the ship shifted to operational control of Commander Naval Air Force, U.S. Atlantic Fleet, as CTU 041.0 for the remainder of the year.

(U) While in the Mediterranean, the ship's mission was to maintain a presence in support of NATIONAL/NATO commitments and to act as an advance base in the event of strategic or tactical conflict. A secondary mission of showing the United State's Flag was done with pride and confidence, wherever INDEPENDENCE traveled.

II [REDACTED] OPERATIONS AND ACTIVITIES

NARRATIVE:

[REDACTED] During 1977, INDEPENDENCE was a participant in fifteen structured exercises involving both United States and Allied Naval units. The exercises encompassed all aspects of Naval warfare including surface, sub-surface, and air threats and accurately demonstrated how the all-purpose carrier can provide a flexible response to any situation. Included in 1977 operations were three FLEXDECKS (continuous flight operations for 36 hours), thirty-four underway refuelings, eight combatant refuelings, and six underway logistic replenishments (LOGREP).

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Following the first Christmas holidays at home in four years, INDEPENDENCE began the year with a short refresher training period followed by a mid-January to mid-February deployment to the Caribbean. CARIBEX 1-77 participation for INDEPENDENCE centered around cyclic flight operations by Carrier Air Wing Seven, partially in conjunction with Carrier Air Wing Nineteen. Later in February, several previous months of a concentrated ship-wide effort paid off with a grade of satisfactory and several commendable comments by the Board in Inspection and Survey (INSURV).

After returning from the Caribbean, it was time to get prepared at home and aboard ship for another Mediterranean deployment. The Preparation for Overseas Movement (POM) period ended on 20 March and a three day refresher training followed. On 31 March INDEPENDENCE was underway enroute to her twelfth deployment to the Mediterranean with the U.S. Sixth Fleet. Four days of the eastward transit provided some unexpected occurrences as the ship encountered a severe storm that threatened to delay her joining the Sixth Fleet. The storms damage included bent antennas, salted aircraft, and severe damage to 30 feet of the starboard and port CATWALKS. The day following the storm, INDEPENDENCE was a target of opportunity for two Soviet, TU-95 BEAR DELTA reconnaissance aircraft which were intercepted by CVW-7 aircraft when they approached within 100 miles of the ship. The BEARS approached from the north, reconnoitered the Task Group for over an hour, then departed the area to the south.

Ready to show the flag and support our NATO commitment in Europe, INDEPENDENCE joined the Sixth Fleet on schedule by relieving the USS ROOSEVELT at anchor in Rota, Spain on 12 April. The next days British PASSEX was to be the start of many numerous and varied operations over the next six months. Two days later the ship joined with Spanish Military units in PHIBLEX 4-77, a joint amphibious landing exercise at Carboneras, Spain. The Spanish forces assaulted the beaches, while CVW-7 aircraft provided the close air support necessary for this type of operation.

DAWN PATROL 77 saw naval units from the United States, Italy, Turkey, and the United Kingdom combined with air/land forces of the Netherlands, Belgium, and West Germany, engaged in a joint exercise from 13-18 May. This exercise was designed to improve NATO's readiness to deter/repel aggression along its southern flank. From 23-27 May, INDEPENDENCE and other U.S. Anti-Submarine Warfare forces

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were involved in "ASW WEEK", a coordinated exercise structured to improve the Task force's ASW posture in the Mediterranean.

[REDACTED] A Combat Readiness Assessment Exercise (CRAE) was conducted 14-15 June by INDEPENDENCE and CVW-7 in which valuable strike planning and briefings were apportioned to many qualified individuals. The scenario for this CRAE involved both a power projection ashore and a war-at-sea phase and was held at AVGO NISI, Greece. An "Open Ocean Missile Exercise", a SIXTH FLEET first, was a test in coordinating anti-air warfare utilizing air-to-air and surface-to-air missiles. This exercise on 12 July involved only U.S. Forces. INDEPENDENCE next joined Greek forces for PHIBLEX 7-77 at Batika, Greece. During this exercise on 25-26 July both forces had an opportunity to practice their skills in amphibious landings, close air support, and opposed transits by U.S. and Greek naval/air units.

[REDACTED] From 16-22 August, INDEPENDENCE participated in National Week XXIII, an annual SIXTH FLEET exercise designed to test the readiness of U.S. Naval forces and to provide training in all aspects of naval warfare. SIXTH FLEET units were divided into two opposing forces and war games were conducted over a six day period. On 1 September INDEPENDENCE joined Italian forces in SINKEK, a coordinated surface/air exercise utilizing bombs, missiles, and shipboard armament to sink the target ship (ex-USS NICHOLSON). For the first time, U.S. Naval Air Force augmentation capabilities were tested and proven in SOAPY DOG on 2 September. This exercise, involving a direct flight by F4's from NAS Oceana to the INDEPENDENCE in the Mediterranean, demonstrated our ability to augment the air wing in reaction to NATO contingencies. These aircraft remained aboard for exercise DISPLAY DETERMINATION, 22-27 September. This major exercise involved air, land, and naval forces from Italy, Greece, Portugal, Turkey, the United Kingdom and the United States. It included a convoy exercise and amphibious landing operation against opposed forces and provided important training in coordinating naval/air efforts in a multi-national environment to defend the sea lines of communication. Our final Mediterranean exercise, DATEX, on 28 September, consisted of a joint air defense exercise with French forces.

(U) During the deployment, INDEPENDENCE made calls at many Mediterranean ports including the Italian ports of Naples, Brindisi, Bari, and Allassio; Palma de Mallorca in the Balearic Islands of Spain and the Spanish mainland

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ports of Barcelona, Malaga, and Rota. While visiting Naples during the Fourth of July week and again during our Palma de Mallorca visit, INDEPENDENCE hosted local dignitaries and guests to a special "Sunset Parade" featuring the Marine detachment drill team, Marine honor guard, and the INDEPENDENCE choir. On 30 July, during our fourth visit to Naples, more than 150 crewmen from the ship volunteered in response to a request for assistance in fighting a fire that was out of control on the Island of Capri. After many hours of exhausting and dirty work, they were able to bring the fire under control. This act was rewarded by well deserved praise and gratitude from the residents of Capri, the Italian government, and congratulations from many U.S. military commands, including CINCUSNAVEUR. During INDEPENDENCE's port visit in Alassio, Italy, the ship hosted a joint concert featuring the Sixth Fleet band and members of the ENRICO SIMONETTI orchestra in observance of Alassio's annual Festival of Popular Music, which this year honored the late Cole PORTER.

(U) The final quarter of 1977 saw INDEPENDENCE complete her nearly seven month deployment and pause briefly at turn-over with USS AMERICA (CV 66) to look back on the accomplishments of the cruise with pride and satisfaction in a job well done. This pause was short lived as the entire crew made ready for the return to family and loved ones at home. A surprisingly warm and sunny day welcomed INDEPENDENCE home to Norfolk on 21 October. Nearly one third of the crew then made maximum use of a thirty day leave and upkeep period. Those who chose to stay aboard enjoyed abbreviated working hours and a liberal liberty policy.

(U) Even with the cruise just completed and upkeep in progress, work continued at a hurried pace in preparation for the forthcoming complex overhaul at Norfolk Naval Shipyard. On 3 December, INDEPENDENCE, with many dependents aboard, was underway from Pier 12 for the final time in 1977 to proceed down the Elizabeth River and enter the shipyard for her scheduled COH. After a brief stop at Pier 2 NNSY to disembark dependents and offload elevator #4, INDEPENDENCE slipped into dock and was positioned on keel blocks at Drydock #8, the first time a CV has entered the yard and drydocked on the same day. On 5 December, the ship's force and shipyard personnel quickly shifted into the routine required for an extensive and successful overhaul. The outstanding and professional performance of duties by the AIMD, Medical and Supply departments during FY 1977 was recognized, as COMNAVAIRLANT awarded them the Battle Efficiency "E". The overhaul work package was in "high gear" as 1977 ended and INDEPENDENCE was able to

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spend her second Christmas, in as many years, at home.

### III [REDACTED] DEPARTMENTS

a. (U) [REDACTED] OPERATIONS DEPARTMENT: Operations, directed by Commander (b) (6) [REDACTED] until 15 March when he was relieved by Commander (b) (6) [REDACTED] coordinated the ships training and logistic requirements throughout the year. The varied requirements of CARIBEX 1-77 and the subsequent INSURV inspection during the first quarter stood the ship in good stead for the hectic tempo of operations which occurred during the Mediterranean deployment.

(U) In the first quarter, the CATCC team (OC Division) demonstrated its air controller efficiency during the under-way phase of the INSURV by its successful utilization of the SPN-42, Automatic Carrier Landing System (ACLS). This enabled several F4J Phantoms to make "hands off" carrier landings. The Electronics Material Division (OE) was also heavily involved in the INSURV inspection as the maintainer of all operational electronic equipment from radars to computers. New equipment installations included the SPN 43 antenna (previous one removed and given to USS JOHN F. KENNEDY just prior to her deployment), AN/WSCB Satellite Communications system, DISC UHF Homer system, and the Remote Time/Code Reader system.

(U) Prior to the Mediterranean deployment, Tactical Support Center personnel (OX Division) received valuable ashore training on the latest Soviet submarine operations. During CARIBEX 1-77, INDEPENDENCE ASW forces conducted coordinated operations with units from Brazil, Canada, the Netherlands, and the United Kingdom. This provided the ship's flight crews and support personnel with essential submarine time and a marked increase in their proficiency was noted.

(U) Mediterranean operations were the order of the day for the second and third quarters of 1977. The transit across the Atlantic enroute Sixth Fleet operations brought the ship through its worst storm in years. The unusually rough weather pitched even this large "flat top" around noticeably. Although not responsible for INDEPENDENCE's weather, the meteorology shop (OA Division) did have its finger on the pulse at all times. Their proficiency established a new INDEPENDENCE record for the highest radiosonde sounding taken aboard. This occurred on 14 May when a balloon borne transmitter reached 100,149 feet in altitude where the pressure was eleven millibars.

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(C) During the 1977 cruise, the Combat Information Center (OI Division) played a large role in every exercise and operation of the ship which included providing CTG 60.2 the command and control required for the defense and safety of the task group. OI Division completed over 347 exercises in anti-aircraft warfare, surface warfare, and electronic warfare as delineated by COMSIXTHFLT and the embarked flag. The CIC was also instrumental during the ships three SAR efforts. These included a downed F4J on 15 May, a downed A-7E on 27 July, and a civilian light plane that went down in the general vicinity of Mallorca. Among many statistics compiled by OI personnel, two in particular are noteworthy; OS2 (b) (6) and OS2 (b) (6) each compiled over 500 hours of positive control of ASW aircraft which is significant in that only 10 hours per year are required to maintain their qualification. In addition, OSC DIEHL recorded his 5000th Air Intercept.

(C) While in the Mediterranean, many of the exercises that involved INDEPENDENCE were heavily ASW oriented. The CV-TSC's aggressiveness and proficiency at utilizing all available ASW assets not only generated numerous contacts, but also resolved them, more often than not, to attack criteria. The major factors preventing the TSC from achieving its fullest potential as an ASW command and control center were material failures in acoustic analysis equipment and the surface-subsurface PT-512 plotting table.

(C) Electronic material CASREPS during the cruise were held to a minimum and were only required due to insufficient repair parts. Communications and radar equipment provided excellent service with minimum downtime. July 15 marked the first anniversary of the combining of all Data Systems Technicians and Maintenance personnel under the EMO. Although initially considered a radical and questionable move, it has proved to be very effective, as full operations with no CASREPS were maintained in the NTDS and Intelligence Center systems throughout the deployment.

(C) Cryptologic support (OS Division) provided Special Intelligence and direct support services to INDEPENDENCE and the embarked flag during the cruise. The Communications Technicians routinely provided UYA 7 support to PARPRO missions and maintained KY 8 communications with embarked VQ2 resources while on reconnaissance missions. Formal and informal training procedures by the ship's signals security specialists greatly improved our SIGSEC posture and because

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of this only one TRANSEC report was required. Intelligence support (OZ Division) from the Carrier Intelligence Center (CVIC) provided the ship, air wing, and the embarked flag with all requested intelligence services throughout the deployment. This required a concentrated team effort by all OZ personnel in order to brief aircrews for cyclic air operations, brief the numerous scenarios for national and NATO exercises, prepare the contact reports (RAINFORM and IIR) for the ship, process and analyze reconnaissance imagery, update order of battle information, and maintain daily administrative functions. Continuing training in all four of the enlisted ratings working in CVIC paid dividends by providing a smooth flow of aircrew flight briefings and maintaining a timely comprehensive intelligence scenario during Mediterranean exercise operations.

(U) The ship's Photo Lab (OP Division) routinely provided crew portraits, public affairs and shipboard damage documentation photography and intelligence support requirements throughout the year. In addition, over 100 VIP booklets were produced in response to the large number of dignitaries and guests who visited INDEPENDENCE during the year. The following statistical data applies to the Photo Lab:

Jobs Accomplished	-	3219
Prints Produced	-	38495
Transparancies Produced	-	24164
Identification Photos	-	5545
VIP Booklets Produced	-	101
HELO Photographic Flights-		30

Main job types and relative percentages:

Public Affairs	-	48%
Portraits	-	22%
Intelligence	-	3%
Copy/Damage/Miscellaneous-		27%

(U) Fourth Quarter operations were highlighted by the ship's return transit to CONUS and again unusually rough weather was experienced. After arrival, a post-cruise standdown was observed while at the same time extensive preparations were begun in all operation's divisions for commencement of the complex overhaul (COH). The final month of the year saw operations in a "holding pattern" as ship's force and shipyard workers were actively involved in the overhaul package.

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b. (U) AIR DEPARTMENT: Continuing under the leadership of Commander (b) (6) the Air Department provided superb and professional services to Air Wing Seven throughout the year. In the First Quarter, the INSURV inspection provided the department with a well deserved feeling of accomplishment and pride in a job well done as no major or mission degrading discrepancies were noted. They were deemed "ship-shape" and well prepared for the Mediterranean deployment. The only outstanding CASREP prior to the cruise were AVGAS tank contamination and #1 AVGAS transfer pump. Catapult three and arresting gear engines one and two had minor surgery performed on them by the Norfolk Naval Shipyard during the pre-deployment period. As the Air Department made final preparations for the deployment, all necessary repairs had been completed.

(U) During the entire cruise all equipment was maintained in a fully operational status with only minimal downtime for minor repairs. All hands worked unaccountable long hours while at sea and their superb performance during several extended operational periods enabled the ship to complete them smoothly and successfully. Of particular significance was the recording of the ship's 200000th arrested landing and the 8000th arrested landing of the cruise, both by our Commanding Officer, Captain FURLONG.

(U) During the final quarter, all divisions began essential preparatory work prior to arrival in the shipyard. An extensive work package on most of the equipment will be completed during the COH.

(U) The following statistical summary reflects the year's tempo of operations:

	QUARTER			
	<u>1</u>	<u>2</u>	<u>3</u>	<u>4</u>
Catapult Shots	1714	3642	4742	156
Arrested Landing	1819	3670	4784	87
JPS Expended (Gals)	2378870	7568960	8853170	277865

c. COMMUNICATIONS DEPARTMENT: Trying to follow last year's award of the "GREEN 'C'" was not easy, but INDY's Communication Department continued at a "GREEN 'C'" pace this year under the direction of LCDR BACA. The large volume of message traffic which was handled with an exceptionally low error rate continues to prove the top-notch performance of the entire department. In the First Quarter, the Communications Department received numerous minor antenna and teletype discrepancies. The visual TEMPEST Inspection found only minor teletype discrepancies and it redocumented some longstanding wiring discrepancies. A multitude of exercises

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were conducted throughout the year that are too numerous to even begin to enumerate. It is sufficient to say that whether with U. S. or NATO, exercise or real world, secure or clear, ship to ship or ship to shore, long-range or short, high power or low, teletype or voice, COMM "Aced" them all.

COMM took an exceptionally hard beating during the CONUS-MED transit storm as 6 antennas were lost, 4 more had to be removed due to tilt mechanisms and platform mutilation, and still 3 more were rebuilt because of bent/missing sections. One more antenna was lost when the USS TRUCKEE lost steering while alongside and collided with INDEPENDENCE. As usual, Communications bounced back and by mid-August all was back to normal. Equipment-wise, excluding antennas, the following installations/occurrences are noted: WSC-3 replaced; WSC05 Satellite Terminal; TT-629 High Speed Printer for NAVMACS ALFA PLUS CASREP'd for 2 weeks for parts; RD 937/U High Speed Tape Reader failed for one month and later for a one week period; A. B. DICK 369 Press down due to a faulty bearing. In the final month of the cruise, COMM was cited by COMCRUDESGRU EIGHT for an exceptionally low rejection rate for NAVCOMPARS for the period 22 August thru 9 September. INDEPENDENCE was the unit with the lowest rejection rate (.9%) of 52 ships screened.

In the Fourth Quarter, a turnover brief was given to the COMM Officer from USS AMERICA (CV 66). On 10 October, communications ceased guarding for SIXTH FLEET units and the guard was shifted from NAVCAMS MED TO NAVCAMS LANT for the return transit. Following a brief standdown, ships force commenced rehabilitation of communications berthing and lounge area. Several jobs, scheduled to be completed in the shipyard, were begun shortly after our arrival in Portsmouth. These include; fabrication and installation of six new wire fan antennas, routine overhaul of whip antennas and overhaul of twelve UGC-6K's. The processing totals for 1977 are as follows:

QUARTER	IN	OUT	TOTAL
1	51,106	11,355	62,461
2	83,899	24,168	108,067
3	88,246	24,969	113,215
4	34,467	5,704	40,171
TOTAL	257,718	66,197	323,914

d. (U) DECK DEPARTMENT: DECK Department was directed throughout the year by LCDR [REDACTED]. An unusually harsh winter really took its toll on the ship's exterior and in an attempt to keep ahead of the rust, over 227 gallons of haze gray paint were applied in January alone. By the end

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of the cruise, 3560 gallons were applied to the ship's skin and the efforts of the sidecleaners really showed. Early in the year, emphasis was placed on readying replenishment gear and peaking boat coxswain skills for CARIBEX 1-77 and the upcoming MED cruise. These two items received continuing attention throughout the year with over 30 underway refuelings, nearly 10 destroyer refuelings, 6 logistics replenishments, the underway ammo backload, and continuous boating at every liberty port. With few minor exceptions, all of the evolutions were carried out with deliberate exactness and safety.

(U) The emergency breakaway necessitated by USS TRUCKEE's steering casualty while alongside was performed rapidly and smoothly and was a credit to the high state of training and attention to detail by all Deck Department personnel. As further proof of the department's fine professionalism, the combined scores of all competitive exercises in the area of replenishments was 97%. Although normally anchored out, one occasion did lend itself to mooring and this was inside the Malo San Angelo, Naples, Italy for a Tender Availability (TAV) period in April. This evolution utilized mooring bouys fore and aft, two kedge anchors attached to the port quarter, and three mooring lines from the starboard quarter. As usual, the mooring was smartly executed by Deck.

(U) Most of the man overboard calls this year were false alarms with two exceptions, but during these two, the ship's lifeboats and crews played a significant role. During an over four hour ordeal on 14 September, when a sailor jumped overboard shortly after midnight, the lifeboat crews braved some slightly rough weather to conduct an excellent expanding search from datum. Their presence and perseverance finally paid off in the saving of a shipmate's life. Besides being the ship's lifeboats, the Motor Whaleboats (MWB) are the pride of INDY as a race entry. Although the winners of the MWB races were decided prior to the INDY boat crossing the finish line, our boat did win "best appearance". Among their other laborious skills, the men of Deck constructed targets for the Air Wing Fire Power Demonstration. Although their lifespans were abbreviated by accurately delivered ordnance, the targets successfully fulfilled their missions.

(U) Deck Department completed the 1977 Mediterranean deployment in the same highly successful manner that marked its reputation throughout the year. After the conclusion

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of a well deserved standdown, last minute details associated with the forthcoming overhaul were completed and the department prepared for the Saturday cruise to the shipyard. On 5 December, all hands quickly shifted into the routine required for an extensive and successful overhaul. Each division was tailored in size and rate structure to fit their particular ship's force maintenance package. Fifth Division grew into almost a 100 man division to tackle one job, the ship's sides. This job includes the removal by sandblasting of over 760,000 square feet of paint and corrosion and the application of three different special corrosion resistant paint systems. The success rate of these paint systems will be closely monitored over the next several years to determine their worth for Navy wide employment.

e. (U) SUPPLY DEPARTMENT: This year's Chairman of the Board, President, and Head Accountant for INDEPENDENCE's "Business" Department was Commander (b) (6). The normal transactions of paying and feeding thousands of people and the buying and selling of numerous niceties and necessities, all fell under his control. Early in the year, S-1A, S-1C, and S-1M divisions were reorganized into an S-1/S-6 concept. Twelve storerooms and ten personnel from S-1M were combined with S-1A to form S-6 (Aviation Stores). During the October 1976 through February 1977 accounting period, the ship's store recorded sales of \$531,890.58 which generated available funds for transfer to the Welfare and Recreation Fund of \$35,369.58. Vending machine sales for this period totaled \$16,338.20. HM & E COSAL validation was completed on 18 March with over 27,000 equipment items being validated.

(U) Upon deployment, Sales Division held an \$870K inventory, the Wardroom Mess showed an \$18K inventory, and Disbursing held \$4.5 million in cash. Also, the Location Audit Program (LAP) was instituted in COSAL/AVCAL storerooms. The February through May accounting period produced a profit which enabled \$50K to be turned over to the Welfare and Recreation Fund. As usual, the quarterly surprise cash verification of the Disbursing Officer's funds resulted in no discrepancies. During the cruise, the six monthly Logistics Replenishments (LOGREPs) naturally fell heavily into Supply's area of responsibility since their's is the feeding and storing task.

(U) After a well deserved post-deployment standdown, all division began preparations for the extensive shipyard overhaul. The offload of all aviation storerooms and the

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preparation of spaces for rehabilitability were the major projects accomplished during the final month of 1977. The department's outstanding performance throughout the year paid off in December when INDEPENDENCE received the Supply "E" awarded by COMNAVAIRLANT. It was truly an "ALL HANDS" effort and a well deserved award.

f. **WEAPONS DEPARTMENT:** During the First Quarter of 1977, and more specifically during CARIBREX 1-77, Point Defense (PD) Division successfully fired a RIM-7E missile from the starboard launcher causing a direct hit on the TDU-22B target being towed by a A-4 aircraft. GM Division supplied the Air Wing with all necessary practice air-launched missiles for training evolutions which included 13 ATM-9G-3 and ATM-7E-2 missiles. Sixth Division continued indoctrination of Gunners Mates/Strikers in the use of small arms. Five members of the division were sent TAD for 2 weeks of extensive small arms training with SEAL Team TWO at Little Creek Amphibious Base. Throughout the year, Sixth Division participated in underway refuelings as line throwing gunners. The port MK 115 Fire Control System was CASREPped for most of the Second Quarter and into the Third for an inoperative MK 32 Optical Sight and 2 speedgate module failures. The AN/SPS-58 radar, on the otherhand, was returned to an "UP" status after being CASREPped for 15 months. The CHAFFROC System NTDS interface was also repaired with the assistance of NAVSEACENLANT technical representatives. INSURV for WEAPONS was "SATISFACTORY" with no safety or damage control discrepancies noted.

In the Second Quarter, a Fleet Missile Firing at NAMFI, Souda Bay, Crete again affected PD Division, however, the results were not as good as the previous firing. Both AIM-7E missiles fired (from the port launcher) were faulty resulting in failures. The MQM-74C drone target survived to be streamed another day. Three additional AIM-7Es were launched by CVW-7 and only one of these was successful. G Division transferred 450 Tons of conventional ordnance to the Air Wing this quarter and struck below 90 Tons. W Division supplied BDU Weapons for 33 and 28 Pro-Loads, respectfully, during the Second and Third Quarters and also participated in a 25 weapon loading exercise in each of these Quarters. The Second Quarter ended with all systems in an "UP" status.

Newly designated FOX Division (formerly PD) expended the last of the year's allowance of 12 CHAFFROCs in the Third Quarter with 2 firings. FOX also scored a direct hit from the port BPDMS battery on a homemade target. The score for this competitive exercise was 100% thus bringing the Division's

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average annual COMPLEX grade up to 97.7% with a 100% completion rate. An Open Ocean Missilex in July saw 4 AQM-37A target drones launched (2 successfully) and 4 AIM-7E missiles fired at MQM-74 drones (3 successfully). Three SHRIKE missiles were expended by the Air Wing during the EX-USS NICHOLSON SINKEX in September. The starboard BPDMS launcher suffered a major casualty on 8 August when a waveguide rotary point seized, causing the waveguide to be twisted out of shape when the launcher was trained. Weapons Department reorganized in July to conform with AIRLANT/AIRPAC INST 5400.9B. The shuffle created three new subdivisions in G Division, eliminated 6th Division (title now utilized by DECK Department), and redesignated Point Defense as FOX Division.

(S) The final quarter began with INDEPENDENCE's return transit to Norfolk. During the transit, weapons department successfully transferred/off-loaded 900 tons of conventional ammunition to USS SANTA BARBARA (AE 28). The end of November saw W Division commence their weapons off-load which was finally completed on 1 December. REHAB of berthing compartments and other divisional spaces were the order of the day as the department prepared for commencement of the overhaul in early December. The shipyard package commenced with removal of the Point Defense Missile system. Major ship alterations to be completed during the overhaul include the LAU-10 linkless loading magazine, a forklift repair compartment, and the after Phoenix elevator.

(U) The Marine Detachment, as part of the Weapons Department, is composed of two officers and an average of 51 enlisted personnel while aboard. Commanded by Captain [REDACTED], USMC, they provided personnel for the ship's security as approved by CNO in accordance with the Commandant of the Marine Corps. Additionally, they provided honors and ceremonies in accordance with Naval Regulations. Guard school was conducted throughout the year with emphasis placed on organic weapons, safety precaution, guard orders, riot control, and Brig regulations. Over 48 hours of drill was dedicated to practice for the three magnificent Sunset Parades performed by the MARDET in Naples, Palma and Norfolk following the deployment. An exchange day was held with members of the San Marcos Marines while in port Brindisi, Italy. The Italian unit demonstrated their amphibian tractors allowing some of the U.S. Marines to drive them. We reciprocated with a tour of the ship and a weapons display of organic weapons. The detachments overall superior performance resulted in its being awarded a Meritorious Unit Commendation during the last quarter of 1977. [REDACTED]

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g. (U) ENGINEERING DEPARTMENT: Engineering was headed during 1977 by the Chief Engineer, Commander (b) (6). Starting the year with INSURV preparations and ending with a much needed overhaul, "BIG STEAM" and his men were kept gainfully employed throughout.

(U) Among the major equipment repairs/overhauls accomplished during the year included; Port After Steering which received massive damage during INSURV high speed turning exercises, all four steam catapults, numbers 1, 7, and 14, air conditioning units (acid cleaned), numbers 1, 4, and 5 winches, numbers 1, 2, 3, and 4 refrigeration units, numbers 1, 2, and 9 electric fire pumps, number 1 diesel engine, numbers 2, 3, and 4 evaporators, number 6 ship service turbo generator and number 1 dry cleaning plant. This list, far from being comprehensive, excludes an valves that were repaired/repacked and the endless miles of piping that were replaced/repaired.

(U) During the First Quarter, the department supported the ship's participation in CARIBREX 1-77. This exercise taxed plant operations to the utmost as the engineers operated in the warm waters and hot temperatures of the Caribbean. The INSURV inspection, directed at documenting the known discrepancies, was a major task for all divisions. The board found, after much probing and questioning, that INDEPENDENCE was safe to steam and in just as good or better condition than the last time INSURV was aboard two and a half years ago. It is significant to note that this was not done during a shipyard availability, nor even during a period when the ship was "welded to the pier".

(U) Maximizing leave and still accomplishing the required work prior to deployment provided engineering another obstacle to overcome. Exemplary performance by "all" was again achieved and the plant was ready in all respects for service in the Mediterranean.

(U) While deployed, numerous exercises and continuous flight operations presented a formidable challenge to keep the ship steaming. The plant and the men were equal to the challenge with a dedicated professionalism that had become their trademark. A Division attained an unprecedented success with an overall score of 90 on the 3M inspection. This truly reflected the "all hands" maximum effort, from the actual maintenance men to the supervisors and managers. Number 4 Main Machinery Room was hit by problems from outside in Palma, as fishing nets were ingested and completely jammed the main circulating pump. Consistent with past

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performance, M Division personnel completed a speedy restoration of the pump. The end of the quarter and the end of the cruise saw Engineering concentrate on preparations for the shipyard overhaul. Work packages were reviewed, man-hours available were calculated, and endless pages of inputs were submitted to incorporate all the department into the ship's force maintenance organization.

(U) The Fourth Quarter was also devoted to preparing for the overhaul. All divisions "made ready" for drydock and all shops were kept extremely busy maintaining shipyard jobs, while working their own jobs. One area that received particular emphasis was bilge preparation. Even with a cruise just completed and overhaul preparation in progress, we had to be made ready to steam for the trip up the Elizabeth River to the shipyard on 3 December. As the ship entered the shipyard after a six hour sea detail, without a single casualty, the BT's secured number 2B boiler and INDEPENDENCE ended her 1977 steaming days.

h. (U) SAFETY DEPARTMENT: The following major mishaps were reported by the Safety Department during 1977:

1. On 22 March an S-3A from VS-31, returning aboard after routine night operations, incurred minor damage while taxiing and folding wings.
2. On 27 January, an RA-5C from RVAH-12, during carrier arrested landing, incurred minor damage caused by arresting hook malfunction.
3. On 20 April, the USS TRUCKEE came in contact with INDEPENDENCE causing slight damage to the ship and substantial damage to a SH-3D helo from HS-5.
4. On 11 May, an Italian floating crane, while maneuvering close aboard, came in contact with an A-6E aircraft from VA-65 causing extensive damage to the tail section.
5. On 15 May, an F-4J Phantom from VF-102 was trying to make a night barricade recovery after striking the ramp on the first pass. The aircraft cut through the barricade resulting in the loss of two lives and the aircraft.
6. On 27 July, an out of control A-7E belonging to VA-66 was lost when the pilot ejected over water for unknown reasons. The pilot was not recovered.

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7. On 28 July, an E-2B from VAW-117 was involved in an aircraft accident when it landed off-center during routine recovery. No injuries occurred, however, minor damage was done to two A-7Es and to the starboard wing of the TRACKER which required replacement.

(U) A total of seven days were devoted to "Back in the Saddle" Safety Reviews in order that we might return to sea with safe operations on our minds. These occurred in January, April, May, June, and August.

(U) The following safety statistics were compiled in 1977:

	QUARTER				TOTAL
	1	2	3	4	
Aircraft Accidents	2	1	2	0	5
Aircraft Ground Accidents	2	2	0	0	4
Ship/Equipment Mishaps	0	3	0	1	4
Personnel Injuries (Disabled more than 24 hrs)	1	12	9	7	29
Personnel Mishaps (All major and minor injuries)	393	582	645	388	2008

i. (U) AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT:  
The Aircraft Intermediate Maintenance Department, directed by Commander (b) (6) until he was relieved on 25 May by Commander (b) (6), started the year in preparation for the COMNAVAIRLANT Carrier Aircraft Maintenance and Supply Effectiveness Evaluation Team (CAMSEE) visit. The inspection team found a few minor problem areas and the overall grade assigned was excellent. Prior to the deployment, the CIA BUNO (our own MISS BELLE) was flown to Hayes Aircraft Corp. in Dothan, Alabama for special rework to incorporate airframes change 534. This change strengthened the belly area around the catapult hook attachment fitting by adding an external patch to that portion of the fuselage. "MISS BELLE" returned on 9 March and the month concluded with the ship departing on a six month Mediterranean cruise.

(U) On 21 April, the Naval Air Systems Command announced the recipients of its highly coveted "Millard C. Sledge Memorial Maintenance Award for Excellence in Jet Engine Repair". The department received two awards for the TF-41 engine which powers the A-7 aircraft and the J79 engine which is installed in the F-4 and A-5 aircraft. The award is based on the percent of jet engines processed which are capable of local repair to be returned to an RFI condition.

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[REDACTED] In the second and third quarters, AIMD began to compile an enviable record of performance. Throughout each month of the cruise, the department processed more items than on previous cruises and the repair statistics were conspicuously better. During the deployment, the Avionics division processed a total of 18,305 items and repaired 14,983 items for an RFI rate of 82%. This is an increase of 3.7 percentage points over the previous deployment and was the result of many long and frustrating hours by our hard working and competent technicians. The PME branch which is responsible for the repair and calibration of test equipment for the ship and air wing processed 3,568 items during the 1977 deployment. This branch improved its already exceptional 95% RFI rate from previous cruise to an even better 97%.

[REDACTED] For the 1977 deployment, INDEPENDENCE supported the new S3A Viking ASW aircraft for the first time and AIMD was equipped with an entirely new avionics shop which uses a new concept in avionics testing and diagnostic equipment. This equipment, the AN/USN-247 (VAST), is a computerized automatic and highly versatile tool for avionics repair. VAST has enabled a relatively small number of personnel to maintain a large majority of highly complex electronic components carried aboard the S3A aircraft.

(U) Throughout the deployment, the ship's CIA aircraft maintained an outstanding availability record. For the cruise, the aircraft averaged 64.4 hours flight time each month. "MISS BELLE", despite her aged electronic system which continually suffered from reliability problems, provided a steady logistics supplement and often was the only airplane able to bring the mail to the crew.

(U) The fourth quarter began with INDEPENDENCE completing her Mediterranean deployment. During the period from 21 October to 3 December, AIMD was busily preparing for the forthcoming complex overhaul. IM-4 offloaded all ground support equipment and began operations at St. Juliens Creek. Shortly after the ship entered the drydock, department personnel and shipyard workers started the task of ripping out existing benches in preparation for the arrival of E2C avionics equipment. Additionally, work began on the reconfiguring of various avionics shops and administrative spaces. FY 77 saw AIMD have the best RFI rate of all operating Atlantic Fleet carriers. This statistic was very significant in the battle efficiency competition and as the year ended it was announced that AIMD had been awarded the "E" for FY 77.

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This award was in recognition of the perserverance, dedi-  
cation and desire to excell which was displayed by all  
department personnel.

j. (U) MEDICAL DEPARTMENT: Medical Department continued under the leadership of CDR (b) (6) II during 1977. Aside from the routine handling of the ships casualties, the department conducted the mass inoculations that were required prior to the deployment. PPD tests were also given ship-wide in July. The continuing exemplary performance by all personnel in the department was rewarded in December when receipt of the Blue "M" came from COMNAV-AIRLANT. The following statistics were compiled in 1977:

	QUARTER				TOTAL
	1	2	3	4	
Outpatients	3935	7986	6794	3405	22120
Inpatients	43	74	104	9	230
Man Days Lost	315	438	374	155	1282
LAB	1840	5203	3113	2259	12415
Audio	633	1334	1305	263	3553
EKG	101	231	138	64	534
Pharmacy	6057	9805	8984	4648	29494
Physicals	323	533	500	276	1341
Immunizations	370	9768	4462	590	15190
X-Ray	1318	2111	2214	520	6163

k. (U) DENTAL DEPARTMENT: The only equipment change that occurred during the year for Dental was the addition of two new dental operating chairs in March. In recognition of the outstanding dental support provided throughout the year, the department was commended for their contribution to Medical in winning the Blue "M" in the Battle Efficiency competition. The Head Tooth Fairy this year was Commander (b) (6). The following statistics summarize Dental Department's activities during 1977:

	QUARTER				TOTAL
	1	2	3	4	
Patients Seen	2959	5294	3984	2229	14466
Procedures	13440	21743	15687	6888	57758
Plague Control	1813	3463	2320	1045	8631
Flouride Treatment	293	1060	805	198	2356

l. (U) ADMINISTRATION DEPARTMENT:

1. Personnel Statistics:

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	QUARTER				
	1	2	3	4	TOTAL
Transferred	215	89	66	75	481
Received	362	178	317	394	1251
I.D. Cards Issued	434	720	385	669	2208
Leave Papers Prepared	1637	119	458	2717	4931
Separations	124	101	166	86	477

2. Advancement Statistics:

	FEBRUARY 77	SEPTEMBER 77
Eligible	616	508
Participants	492	460
Advanced	385 (78%)	375 (81%)
PNA	88 (18%)	61 (14%)
Failed	19 (4%)	24 (5%)

3. Public Affairs Office: During 1977, the Public Affairs Office produced 82 issues of the INDEPENDENCE Guardian newspaper, provided over 3100 hours of television viewing (one channel) and over 6000 listening hours of radio programming (three channels), prepared/distributed a minimum of 5000 port pamphlets each on St. Thomas, Naples, Brindisi, Bari, Palma, Barcelona, Alassio, Malaca and Rota and prepared/distributed over 6000 copies each of seven Familygrams. Carrier orientation for the following guests included visits to the bridge, monitoring of launch/recovery flight operations while underway, and briefs by INDEPENDENCE personnel on the visitor's specific area of interest:

30 JANUARY	RADM T. H. REPLOGLE, USN, CINCLANTFLT Inspector General for Observation of CARIBEX 1-77
31 JANUARY	Mr. (b) (6) military writer for the Virginian Pilot newspaper
9 MARCH	BGEN R. G. HUSCH, Commandant, Canadian Forces Command and Staff College
19 MARCH	Honorable William S. MINETA, Congressman, D-California
4-5 MAY	Major General Hubert WALITSCHKE, Commanding Officer, WEHRBERETCHS KOMMANDO V, FRG Luftwaffe

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20 MAY VADM KONOFAOS, HELLENIC Chief of Naval Operations

29 JUNE Mr. (b) (6) International Staff, Defense Review Committee; Honorable Richard A. GARDNER, United States Ambassador to Italy

31 AUGUST Mr. DI SCIULLO, American Counselor General, Genoa, Italy

3 SEPTEMBER VADM H. E. GREER, USN, Commander, Naval Air Forces, U.S. Atlantic Fleet

25 SEPTEMBER Admiral H. E. SHEAR, USN, Commander-in-Chief Southern Europe, for exercise DISPLAY DETERMINATION 77

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I (U) DOCUMENTARY ANNEXES

ANNEX	TITLE
1	Change of Command Booklet - 29 March
2	Guardian - "Captain G. M. FURLONG, JR. takes command" - 3 April
3	Guardian - "Talented Seaman puts INDY's Captain on Canvas" - 30 June
4	Navy Times - CAPRI FIRE - 29 August
5	Majorca Daily Bulletin - "Sunset Parade on USS INDEPENDENCE" - 30 August
6	Guardian - INDY's E.O.D. Team - 29 September
7	Guardian - Radio Volunteers - 20 October

Enclosure (3)  
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